

SECURITY INFORMATION

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SUPPLEMENT TO
REPORT NO.

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The following information (pages 2-5)

☐ contains data on the delivery of construction material for the permanent way and on the beginning and completion of construction work on projects approved for 1952.

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Construction Project	Length of Trackage in km	Type of Rails S 49/41 15/8 meters meters	6 meters	5 and other meters	Wooden Ties	Switches	Earliest Date of Beginning of Construction Work	of Completion of Construction Work	Date of Delivery of Construction Material	
a. Priority I (classified urgent by the Ministry)										
Second track on the Seddin-Grossbeeren line	21	42,000	-	-	-	31,500	36	8 May	15 November	1 June
Second track on the Seddin-Belzig line	29.50	-	58,600	-	-	47,000	26	25 "	15 "	1 "
Second track on the Grossbeeren-Justerbog line	36.50	73,000	-	-	-	57,200	16	20 "	15 "	1 "
Bridge across the Oder River at Frankfurt	0.73	-	1,460	-	-	1,200	1	first section started 25 May second section will start 15 August	20 September	1 May 1 August

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Bridge across the Oder River in Kuestrin	0.45	-	900	-	-	750	1	under con- struction	30 Sep- tember	1 August
b. Priority II (classified urgent by the Directorate General, Railroads)										
Transfer track in Kuestrin	8	2,000	-	14,000	-	12,760	27	at once	20 December	2 May
Transfer track in Frankfurt/Oder	5	-		10,000	-	8,000	26	"	"	1 June
Connecting curve in Brandenburg	6.05	-	12,100	-	-	9,700	24	1 May	15 November	30 August
Connecting curve in Grossbeeren	3.60	-	7,200	-	-	5,760	2	25 April	15 October	1 August
Connecting track between Treuen- brietzen and Belzig	22	-	44,000	-	-	35,200	27	25 "	17 November	1 July
Transloading shed in Wustermark	1.90	-	-	3,800	-	3,040	13	at once	3 months after be- ginning of construc- tion work	at once

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Connecting curve at Loewenberg	4.80	5,600	4,000	-	-	7,600	15	1 May	July	15 May
c. Other projects										
Passing sidings at Mixdorf	0.85	-	1,700	-	-	1,360	5	at once	10 May	at once
Wuhlheide mar- shaling yard	18.50	4,000	16,000	17,000	-	30,000	60	"	1 Decem- ber	1 June
Guben=Frankfurt/ Oder line	4.00	4,000	4,000	-	-	6,400	15	"	1 October	1 July
Railroad yard at Fredersdorf	9.80	-	3,000	-	16,600	15,680	27	2 May	1 August	2 May
Track No 30 at Berlin-Ostbahnhof	0.42	-	-	840	-	.680	1	1 "	30 July	15 "
Improvement of tracks at Frank- furt/Oder	0.20	-	-	400	-	300	1	20 "	31 "	1 June

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Dead-end track at Frankfurt/Oder	0.30	-	600	-	-	500	1	20 May	31 July	1 June	
Connecting curve at Belzig	2.50	-	5,000	-	-	4,000	4	1 April	15 November	15 July	(1)
Connecting track at Jueterbog	3.20	-	4,000	2,400	-	5,120	21	15 May	15 "	15 May	
Finishing work on the southern section of the Berlin Outer Freight Ring	6.20	-	12,400	-	-	10,000	32	20 April	15 "	1 June	
Marzahn-Oranienburg line section of the Berlin Outer Freight Ring	1.85	3,700	-	-	-	2,900	-	1 September	15 October	10 August	
Crossing loop at Luetze	1.10	-	2,200	-	-	1,760	6	20 May	30 September	15 June	
Reconstruction work at Neustadt/ Dosse	4.00	1,500	-	6,500	-	6,400	11	1 "	1 October	15 May	
Connecting curve at Buch to the northern section of the Berlin Outer Freight Ring	3.10	2,600	3,600	-	-	4,900	9	1 August	1 December	1 October	(2)

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2. The plan to construct a connecting curve between Fuch and the northern section of the Berlin Outer Freight Ring is corrected, effective 17 May 1952, as follows. The existing connecting curve between Blankenburg and Karow is to be extended in the direction of Schildow-Birkenwerder by construction of a track passing over the Berlin-Eberswalde railroad line. The new branch-off point for the connection between the Berlin-Loewenberg line and the Berlin Outer Freight Ring is at Birkenwerder. This will probably require the construction of a new connecting curve between Eden and Lehnitz. The line will be 17 km long and double-track. The execution of this plan will eliminate the use of the Karow-Muehlenbeck-Basdorf-Sachsenhausen line section of the Berlin Outer Freight Ring, which was built only two years ago. [redacted] this line section will be dismantled and the material will be used for the projected line. (3) 25X1

3. [redacted] the completion of the construction plans for the Karow-Birkenwerder railroad line had priority. The office in charge of surveying received an order to start work on this line section. The new section of the **outer freight ring which will be built at the branch-off point** between Karow and Blankenburg will go under the line of the interurban and long-distance railroad line which will be elevated about 2.5 meters. The roadbed has a length of 15.2 km and will be built for two tracks. However, only one track will be laid at present. The line will be extended from Birkenwerder via Hennigsdorf, Falkensee and Mustrum. (3)

4. [redacted] a Reichsbahn **Bau-Union** will be established to carry out all major construction projects for the **Russian Zone railroads**. As a first step, it is planned to combine the VEB Cottbus, VEB Waren/Mecklenburg and VEB Schwerin (9). while the Berlin Regional Railroad Headquarters plans to combine pertinent nationalized enterprises into the projected Reichsbahn **Bau-Union**. (4) 25X1

5. Information obtained in late May 1952 [redacted] indicated that the closing down of the Stettiner railroad station in Berlin requires the rerouting of passenger traffic to the Ostbahnhof or Lichtenberg via the northern section of the Berlin Outer Freight Ring and that therefore trackage in Berlin-Lichtenberg must be changed and improved. The entire trackage of the Stettiner railroad station is to be dismantled and used at other places. With the closing of the Stettiner railroad station, travellers arriving from the northern region of the **Russian Zone will have to** detrain in Bornau or Pankow. A connection between Pankow and Schoenhauser Allee is to be established. One track has already been laid on that line and a second track will be laid for interurban traffic. (2)

6. [redacted] the following seven projects were classified vital:
- Juben-Falkenberg line
 - Elsterwerda-Ruhland line
 - Jueterbog-Grossbeeren line
 - Rerouting of the Geiselatal line (10)
 - Dresden-Schoena line
 - Bridge across the Mer river at Frankfurt
 - Bridge across the Oder River at Kuestrin.

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- 25X1 7. [redacted]
 25X1 [redacted] the construction of a connecting curve
 southwest of Jueterbog was planned to eliminate the railhead in Jueterbog
 by a direct connection between Falkenberg and Treuenbrietzen. Surveying work
 25X1 for the connecting curve has already been completed and the construction of the
 curve will begin this summer. [redacted]
8. Another plan calls for the construction of a connecting curve at the Charlotten-
 hof railroad station to eliminate Wildpark as a railhead for all trains arriving
 in Potsdam from the south. Blueprints have already been completed. (6)
- 25X1 9. [redacted]
 25X1 [redacted] it is planned to build the line from
 Blankenburg to Wustermark via Birkenwerder and Hennigsdorf. (3) 25X1
10. On 7 May 1952, the connecting curve at Eberswalde was opened to traffic with a
 speed restriction of 10 km, as the roadbed has not completely settled (2) [redacted]
 25X1 [redacted] a new hump for the marshaling of freight trains would be built at
 the Eberswalde railroad station in conjunction with this connecting curve.
11. The preparation of the main blueprint for the Templin-Prenzlau line is given
 priority at present. (2)
- 25X1 12. [redacted]
 25X1 [redacted] a new interurban line between Birkenwerder and Karow
 will be built via Schildow this year. This line is to maintain traffic from
 Oranienburg to Berlin without passing through the west sectors. (3)
13. A Bau-Union (Construction Union) was established under the supervision of the
 Directorate General, Railroads, Berlin, to carry out all railroad construction
 projects. The personal assistant of Director Metz was appointed temporary
 head of this Bau-Union. (4)
- 25X1 14. [redacted] the construction of a double-
 track line from Karow to Hennigsdorf via Schildow and Birkenwerder was planned
 as a first priority project. The new line will be 16 km long. (3)
- 25X1 15. [redacted] the second track was to
 be laid on the Guben-Cottbus and Cottbus-Falkenberg railroad lines by late 1952
 on orders of the SCC Karlshorst. A special construction office was established
 in Guben to speed up the work. With the construction of the new track
 progressing, this office is scheduled to move to Finsterwalde
- 25X1 16. [redacted] 25X1
 25X1 [redacted] the reconstruction of the Lietzow-Pinz line was
 ordered and had already been started. This line had been dismantled during the
 war.
- 25X1 17. [redacted] beginning 16 May 1952, the bridge across the
 Spree River on the Kutschendorf-Fuerstenwalde line was closed to all freight
 trains as the bridge was overloaded and again needed repairs. All freight
 trains are rerouted via Frankfurt /Oder or Beeskow. (7)

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18.

[redacted] indicated the following projects:

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- a. The construction of the Karow-Hohenneuendorf line section on the northern section of the Berlin Outer Freight Ring. (3)
- b. Marshaling yard Wuhlhoide.
- c. Connecting curve between Schoenhauser Allee and Pankow. (2)
- d. Connecting curve at Wildpark. (6)
- e. These projects require 122.3 km of rails; 96,600 ties; 172 switches; 17 km of high-tension cable; 43 km of telecommunication cable; and a labor force of 3,500 men. (3)

19.

[redacted] a construction office will be established in Guben to carry out the double-track construction of the Guben-Cottbus-Falkenberg line. Although the Regional Railroad Headquarters believed that the double tracking of the Ruhland-Elsterwerda railroad line should receive priority as it is the most congested, the less heavily used Guben-Falkenberg line which continues the already constructed double-track line from Frankfurt/Oder to Guben must be given priority following a decision by the highest authority.

20. On 1 May 1952, the following projects were under way in the area of the Berlin Regional Railroad District:

- a. The second track on the Grossbeeren-Seddin line for which 5,750,000 eastmarks were earmarked for 1952. Preparations for the sites and for earthwork connecting the old embankment in Genshagen and the overpass over the Berlin-Halle line were made. Workers were employed and started boxing in the ballast on the Seddin-Michendorf line. As it was still unknown when material for the construction of the permanent way would be available, no detailed time schedule could be prepared except for the construction of the boxed-in ballast. There was no lack of equipment.
- b. Reconstruction of the second track on the Seddin-Belzig line for which 5,600,000 eastmarks were earmarked. It was planned to construct the Seddin-Grueck section in 1952 and to complete the line as far as Belzig in 1953. The work had not been started.
- c. Reconstruction of the second track on the Jueterbog-Grossbeeren line for 12 million eastmarks earmarked for 1952. The first draft was approved by the minister on 30 April 1952. The construction of the boxed-in ballast was started. A sufficient number of laborers was available.
- d. Construction of the bridge across the Oder River near Frankfurt/Oder for which 2,575,000 eastmarks were earmarked in 1952. Contracts for two sections of this project were concluded. Labor force and equipment were available; however, there were difficulties in obtaining coarse plates by 30 May 1952.

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- e. Reconstruction of the Oder bridge near Knastrin for which 1,163,000 eastmarks were earmarked. A contract for part of the construction was concluded. The construction work was progressing. It was believed that, with the plates delivered on time, it would be completed on schedule.
- f. The bridge across the Havel River near Werder for which 500,000 eastmarks were earmarked. The work was progressing according to schedule. A total of 40 tons of coarse plates was needed to complete the work. The plates were to be delivered by VEB Stahlbau (Steel Construction) in Lauchhammer (11) during the period from April to June 1952.

Doc. 21.

the work was under way in two shifts and was to be completed in late September 1952 at a total cost of 7,130,000 eastmarks. The funds appropriated for 1952 were increased from 2,950,000 to 5,750,000 eastmarks. Crossing loops, 750 meters long, will be built at the Laarmund, Ahrensdorf and Gershausen Heath railroad stations.

25X Doc. 22.

23. Trackage dismantled at railroad stations in the area of the Erfurt Regional Railroad District to obtain material for permanent ways included on 2 May 1952:

Eisenach	160 meters
Mihla	320 "
Greusburg	310 "
Gerstungen	4,380 "
Vacha	150 "
Wenigenehrich	550 "
Motzlar	150 "
Geisa	200 "
Kainbach-Kaisersroda	160 "
Bernshausen	500 "
Waldorf	80 "
Meiningen	375 "
Reutwertshausen	430 "
Neudietendorf	50 "
Waltershausen	100 "
Friedrichroda	100 "
Georgenthal	124 "
Frankenhain	150 "
Graefenroda	204 "
Suhl	100 "
Hildburghausen	100 "
Eisfeld	360 "
Sonneberg	376 "
Neuhaus am Rennweg	35 "
Niederhose	340 "
Niederpoellnitz	72 "
Weida	200 "
Koitsch-Hohenleuben	170 "
Triebes	120 "

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Ziegenrueck	195	meters
Jena West	180	"
Gamburg	470	"
Gera	1,300	"
Muehlhausen	500	"
Treffurt	260	"
Heiligenstadt	45	"
Arnschausen	629	"
Geismar	120	"
Niedersachswerfen	440	"
Ellich	150	"
Grossheringen	100	"
Freiburg	50	"
Ertleben	100	"
Frankenhausen	150	" (2)

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2. [redacted] the construction of the connecting line between Birkenwerder and Karow which is 16 km long. The line will be built at a projected cost of 25 million eastmarks and will serve to reroute the entire traffic in the direction of Berlin so that it by-passes the Western Sectors. The roadbed will be made for double track, but only one track will be laid. It is planned to extend the line beyond Birkenwerder as far as Hennigsdorf and Falkensee not later than 1953. The construction was to start immediately and on orders of Deputy Director General, Railroads, Stalmer, was scheduled to be completed on 1 August 1952. Experts believed that the work would be completed on 1 October 1952. Twelve excavators and 3,500 men will be employed. (3)

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[redacted] Comments.

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2. Information on this project was previously submitted. The connecting curve at Buch was apparently replaced by another project. See [redacted] Comment 3 25X1 of this report.
3. The construction of this line appears credible as it was reported by various sources. Only the Karow-Schildow-Hohenneuendorf and/or Birkenwerder line section is apparently under construction at present. It is undetermined if this line section will be double-tracked. Seventeen km of high-tension cable mentioned in paragraph 18 of the present report tend to indicate that the second track will be furnished with a third rail for interurban traffic. This would make it possible to reroute interurban trains from and to Oranienburg from the French sector in Berlin to the Russian sector. Judging from the abruptness with which the project was started, there is a possibility that the plan developed from the present political tension.

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4. The large-scale construction projects have hitherto been executed by VEBs in the Laender. These Bau-Unionen were working rather slowly and thus made it impossible for the railroad administrations to complete their projects on schedule. Therefore the reorganization mentioned in the present report appears credible. It is undetermined if the construction industries will raise objections.

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6. For sketch of this connecting curve, see page 12.
7. The bridge is on the Fuerstenwalde-Petersdorf-Beeskow railroad line and is of importance for the supply of numerous Soviet supply dumps in this area.
8. [] the document mentioned is still valid. It shows the entire trackage of the important Magdeburg railroad junction.

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[] Comments:

9. Possibly Baubetrieb Cottbus (VVB Bau-Union Ost), Baubetrieb Waren (VVB Bau-Union Nord), and Baubetrieb Schwerin-Goerries (VVB Bau-Union Nord).
10. Geiseltal is not listed in available reference material.
11. Possibly the Bagger-, Foerderbruecken- und Gerastebau Lauchhammer.

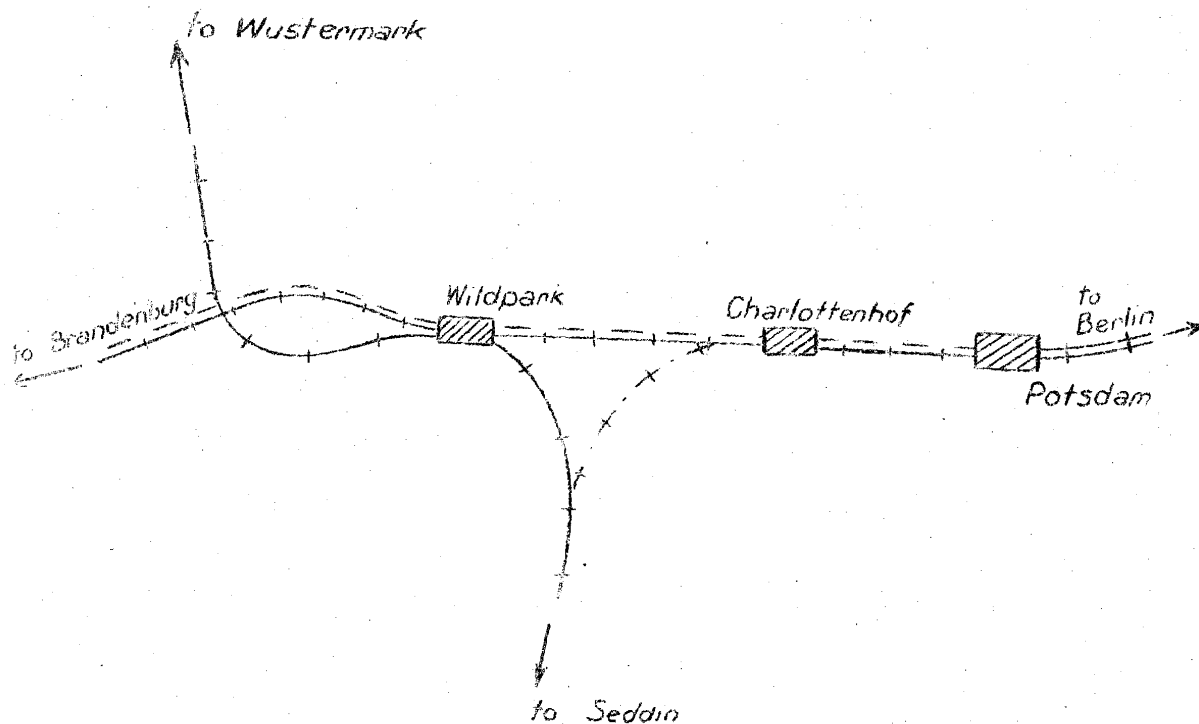
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Connecting Curve near Wildpark-Charlottenhof



Legend

- ==== double track
- +--+ formerly double track, 1 track dismantled
- + single track
- +--+ connecting curve scheduled

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